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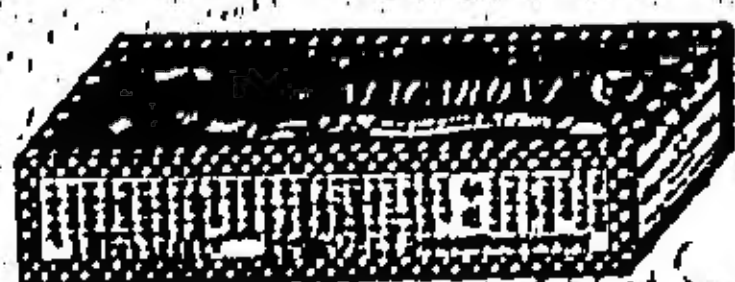
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#### CHRISTIAN ETHICS. INTERESTING SERMON AT ST. JOHN'S CATHEDRAL.

Preaching at St. John's Cathedral on Sunday morning from the text Eph. c. 1, vs. 17, 22 and 24, the Rev. H. Copley Moyle said:

St. Paul was writing to people who had been brought up in heathen lands under heathen religions. He laid emphasis on the change in their method of life and their ethical code which must follow their conversion to the Christian Religion. The position of the people to whom he wrote was not unlike that of Chinese who are converted to Christianity to-day. They found that many of the customs and habits of the society in which they lived were forbidden by Christianity and so their conversion entailed complete change of conduct and habits. But, it has been said, the case is different for those who, like most of us, have been born and brought up amidst Christian surroundings and in a Christian country. In our case the great change is not required because the society in which we live and move has been Christianised.

How far is that true? Let us consider this for a time to-day. To some extent, of course, it is true to say that modern society in Christian countries is founded on Christian principles. We have, perhaps, hardly realised to what extent this is the case. Take, for example, the position of women in Christian countries to-day and compare it with their position in non-Christian countries, or compare their present position with their position amongst the Jews, or Greeks or Romans 2,000 years ago. The change is a striking one and it is the result of Christ's life and teaching. Christians have raised their appreciation of womanhood since the Son of God saw fit to become man through the instrumentality of the Blessed Virgin Mary.

The sex which was found worthy to be the instrument of the Incarnation, can never again be looked upon by Christians as inferior. But do not suppose that the position of women is assured by modern progress and education; as it was Christianity which gave women the position they hold in the Christian world to-day, so it is Christianity alone which will maintain them in that position. This is shown clearly enough by the tendency of those philosophers and teachers who have abandoned Christianity to return to the pre-Christian idea of women. Schopenhauer regarded women as fit only to be house-keepers and concubines; he reserved his bitterest sarcasms for the European "lady" whom he derided as "that monstrous product of German-Christian stupidity with her ridiculous claims to respect and veneration." And Friedrich Nietzsche intensely disliked the movement for emancipating women; it was to him a manifestation of that Christian democratic spirit which he abhorred. In his book called "Beyond Good and Evil," he wrote: "A man who has depth of spirit can only think of woman as Oriental; he must conceive of her as a possession, as a consumable property, as being predestined for service." Clearly, were such teaching to become popular, women would once again fall into their old position of inferiority. Or, if you turn from philosophers to the multitude, see in Bolshevism Russia to-day what is the position of women in a country where Christianity no longer dominates public sentiment.

We may then take the position of women in Christian countries to-day as an illustration of the power and influence of Christian ideals on society. We have no right to suppose that society would maintain the positions that those ideals have achieved, if the Christian religion ceased to be believed. In a word, the society in which we move owes very much to the religion of Christ. But is it so permeated and dominated by that religion that we can call it a really Christian society? Has there ceased, in Christian countries, to be that difference between the world and the Kingdom of God, of which St. Paul spoke? The answer must be emphatically "No." Though society in Christian countries owes what is best in it to Christianity it cannot yet be said of society in any country that it has become so permeated by the Christian spirit as to be in complete accord with Christian ethics. A few individuals in a nation may be great saints but never yet has there been a whole nation of real Christians. But if a few great saints can attain a really Christian standard of life it shows us that the Christian ideal, though difficult, is not impossible, and that is the ideal after which we must strive. We have in our baptism renounced "the pomp and vanities of this wicked world," we have "put on the new man, which after God has been created in righteousness and holiness of truth," and so we must not content ourselves with the standard of the world, even of the Christian world, for that standard of Christ. If the Christian Church has had a tremendous influence in changing the world, the world has had its revenge by lowering the ideals of the Church. St. Paul, in the epistle for to-day, mentions some points on which the Christian standard must differ from the non-Christian. Let us think whether in some of the matters he mentions we are clearly living up to the Christian standard.

"Putting away lying," he says, "speak every man truth with his neighbour." Is every Christian always truthful? We may acknowledge that lying is not so common amongst Christians as amongst others. I suppose most of us when we first came East were surprised by the persistent and artistic lying of the non-Christian population, who often seem to avoid telling the truth for no

(Continued at foot of next column.)

#### TRADE REPORT. EXPORTS.

Rice.—The latest advice to hand from Bangkok are to the effect that the present embargo on shipments is not likely to be lifted, and it is feared that the exportation of New Crop grain will also be controlled by the Siamese Government.

The Cuban demand has helped our market a good deal, and prices during the past week have been fairly well maintained. This demand has now, to all appearances, been satisfied, as we hear that a large number of offers for December shipment to Havana and other Cuban ports were not taken up.

Enquiries are beginning to come in from the United States Pacific Coast ports for New Crop rice, but so far we have not heard of any actual business having been put through.

Our closing quotations remain practically the same as last week's figure.

LARD.—There is little doing, but prices remain fairly steady at last quotations. The South American boat sailing early next month will probably be taking away about 10,000 cases for the Peruvian market.

HIDES.—Supplies of cow-hides of good quality are small, and the closing rate for 3/15 lbs. is about \$90 per picul. "Buffaloes" are plentiful, and dealers are now asking \$57 for 18/40 lbs.

PEANUT No. 1.—Some business has been done at \$28.50. The No. 2 grade can be had at \$27.50.

WOOD OIL is quiet at \$28.50.

TEA OIL.—There is no business. The closing price is \$24.50.

ANISED OIL is—A fair business has been done in this line, and the market closes steady at \$151.

CASSIA OIL is quiet. Quotations: 75/80 per cent. at \$23.50, 80/85 per cent. at \$24.50.

PIX.—There is nothing doing. Quotations: 99 per cent. \$81 per picul; 98 per cent. \$79; 96 per cent. \$76.

ANTIMONY is neglected. 99 per cent. \$235 per ton.

CANTHARIDES.—There is no business. The present quotation is \$125 per picul.

GALENGAL is quiet at \$23.50.

STAR ANISED.—At \$27.50, there is nothing doing.

GALLINUS are quoted at \$38 with nothing doing.

SAGOON CASSIA—4/10/4 assortment can be had at about \$32.

HONGKONG FREIGHTS.—The conference rate on general cargo has just been raised by 20% per ton. Business with Europe was already difficult enough owing to high exchange, and this advance in freight will make matters all the worse from an exporter's point of view.

PACIFIC FREIGHTS.—Shippers have recently been notified that the Pacific liners are now prepared to make forward bookings for six months ahead.

particular reason. But even acknowledging that the standard of truth is higher amongst Christians than amongst others, can we say that it is what it ought to be? Can you always and everywhere depend on a Christian speaking the truth? I am afraid we must sadly acknowledge that you cannot. Lies are of the Devil, for he is a liar and the father of lies, and to lie is to be a traitor to Our Lord and join the Devil's army. We are bound as followers of Christ, who is the Truth, to have and uphold a high standard of truth, and if we lie we are not sinning against God, but we are bringing reproach on the religion which we profess.

Or, take the next point St. Paul mentions: "Be ye angry and sin not; let not the sun go down upon your wrath." Can we say that a Christian never commits the sin of anger? I am afraid we cannot. St. Paul recognises that there are things which ought to stir us to anger by the hard-hearted hypocrisy of the Pharisees. But too often we are moved to anger by very different causes from that. It is right to be angry at meanness and hypocrisy and cruelty; but it is not right to be angry at some supposed affront or injury to ourselves. Yet how often Christians lose their tempers for causes which should never even rouse an angry feeling in our hearts, and how often, when we have been unreasonably angry, we take a delight in saying unkind things about the person who has aroused our anger. Such conduct may be in accordance with the world's standard of ethics, but it is clean contrary to the example of Christ, and is far below the standard which even an average Christian ought to attain. Or take another point mentioned by St. Paul in the epistle for to-day. "Let him that stole steal no more." Honesty is taught by nearly every religion, and the Christian people are, no doubt, as honest as, or even more honest than, others, but can we say that the highest standard of honesty is always adhered to by all Christians and in all circumstances? We know we cannot.

Let us remember that we Christians are bound by the standard of ethics which Christ gave us, we dare not allow the world to set the standard for us, and every Christian ought, by his high standard of life, to be an instrument in uplifting the standard on conduct around him.

And let us remember that the real incentive of Christian conduct must always be the presence of Christ with us. Take away belief in Christ present with us, and the Christian code of ethics becomes a lifeless and impossible ideal. But realise Christ's presence with us, and our conduct as something which He always sees, and then we have a motive which can raise us to otherwise impossible heights, the motive of winning the approval of Christ.

#### TRADE WITH GERMANY. POSITION AT COLOGNE. IMPORTANT STATEMENTS.

COLOGNE, September 9th.

In view of the resumption of trade between England and Germany, and the recent removal of restrictions on certain imports, I called on the president of the British Chamber of Commerce established in Cologne. The British Chamber of Commerce in Germany was founded five months ago by a group of British merchants, who recognised the necessity for the establishment of a body of this kind, in order to take up and deal with purely the commercial matters, and disentangle the complex state of business generally existing then, owing to the special conditions of the transitory period between war and peace. The Chamber of Commerce, has developed enormously since its origin, and has a very large membership, covering a capital of more than £300,000,000, representing industries which employ 3,000,000 workpeople in England. These members comprise representatives of firms whose names are household words in Britain, such as Messrs. Lipton, Wills, Nestlé, etc. In Cologne, at the present moment, there are £10,000,000 worth of British goods belonging to the members of this Chamber of Commerce ready for sale to the Germans.

Mr. Charles Knott, who is the energetic President of this Chamber, and to whom it owes very much of its success, said that they were receiving every possible support from the military authorities. The work of the chamber has increased tremendously, so much so, that new offices are now being looked for to deal with this increase of work, connected with shipping, bills of lading, source of origin, etc., he said, and we contemplate opening in the near future agencies and branches in the principal cities of Germany, although while in Berlin yesterday, the British military authorities there advised me not to start a branch in Berlin till next spring, as they considered the conditions in Berlin extremely unsettled.

#### MUTUAL ADVANTAGES.

The feelings of members of the British Chamber of Commerce, the headquarters of which are in Cologne, are, that if they can obtain orders for their British factories they are doing useful work at home, and they also feel that it is in the interests of Great Britain to give Germany the necessary assistance to get on her feet industrially, in order that she may be able to pay her liabilities. It is also to the advantage of Great Britain to supply Germany with foodstuffs and raw materials to start German factories going, and so stamp out or prevent the growth of Bolshevism, of which a recurrence of the coming winter unless steps are taken to assist Germany to raise the value of the mark and to start her factories going. More business has been done in Cologne in two months now than in the whole year previous to the war, and this explains the necessity for a strong commercial chamber to be formed, working in harmony with the military authorities and representatives of the Board of Trade, in order to deal with the extraordinary state of affairs brought about by after-war conditions. The chamber welcome all British travellers, and supply them with any statistics and trade information, list of buyers and likely sellers, in every branch of trade, covering the whole of Germany.

Referring to the outcry against the possible dumping of goods by Germany in the markets of Britain, Mr. Knott said: "We are extremely anxious to provide against dumping, by organising a system of offer and demand from Germany to Great Britain under Government control. Yesterday I had a long interview with Herr Erzberger, the German Finance Minister, and Herr Muller, the Foreign Minister, and they both agreed heartily to my suggestion of opening at once a clearing house in Berlin to control markets and exports for the express purpose of preventing dumping on either side. We propose to arrive at this by making arrangements whereby no exports from Germany will be made unless offers are made by the exporting firms to British firms, and accepted by them, corresponding value in goods from Great Britain, being accepted by German firms for the German market. The principle on which this will work will be the market value of goods in England, and not the value of the mark in Germany. This will avoid unfair competition, whereby traders established in England could buy goods in Germany for next to nothing, and swamp British markets. The German traders taking goods in exchange for their own merchandise have an advantage in getting as much as they can, since they cannot get money.

Another suggestion from German merchants is that Great Britain should supply certain raw materials of which she may not be in need herself, to German factories for goods to be made, up to the orders they are at present unable to fulfil, as, for example, in the Sheffield industries, where there are orders which cannot possibly be carried out for years to come. German factories could make up goods, while British manufacturers would pay exactly the cost of labour and no more, supplying their goods themselves to their customers, and thus keeping the trade in England, and, at the same time, providing some work for German workmen, and thus helping to keep out Bolshevism.

#### GERMAN "CONFIDENCE."

Here Mr. Knott, again, repeated his previous statement that there was no possible doubt that Germany is in a very bad way, and the danger of Bolshevism in the coming winter is extremely great, not only for Germany, but for the whole of Europe. He also mentioned that the confidence of Germans in Great Britain had been greatly strengthened by the fair treatment they have been receiving from the British military authorities in the occupied territory. They feel that Germans can appeal with a certainty of getting justice from the British authorities.

(Continued at foot of next column.)

#### A NOCTURNAL VISITOR AT THE PEAK.

SEEKING A CLANSMAN.

At the Magistracy, yesterday, a Chinese was charged with being a rogue and a vagabond and with being found in the Peak district without any lawful excuse at 11 p.m., on Sunday.

Sergeant Fardon stated that defendant was met in Barker Road, near the Tram station, by a constable. As the man could not give a satisfactory explanation of why he was there at that time of night, he was arrested. At the Police station defendant stated that he was searching for a friend, who was employed by Mr. Chatham at 148, Barker Road. Defendant was taken to the house, but none of the servants recognised him. The defendant then said that his clansman was living at 148, Barker Road. At that house a servant stated that he knew defendant by sight.

Defendant now said that he was a stranger to the Colony and was in search of a clansman, living at 148 Wanchai Gap.

Mr. Hutchison remarked that he was inclined to believe the defendant and discharged him.

#### SMUGGLING OPIUM.

CHINESE FINED \$2,000.

At the Magistracy, yesterday, a Chinese was charged with being in unlawful possession of 40 taels of prepared opium.

Defendant claimed the drug as his property, stating that he brought it from Singapore.

It was stated that when the Police went on board a junk on which defendant was a passenger, he threw the opium overboard, but it was recovered.

Mr. Hutchison fined defendant \$2,000, with the alternative of six months' hard labour.

A Chinese woman was charged with the unlawful possession of five taels of opium. The defendant said that a man whom she did not know accosted her on the Canton wharf and asked her to convey a parcel to a friend.

Inspector Macdonald stated that when the woman was searched the opium was found concealed underneath her jacket.

Mr. Hutchison fined defendant \$300.

#### SETTING FIRE TO A GOVERNMENT PLANTATION.

Three devout Chinese visited their ancestor's tomb at Stanley on Sunday morning to worship. As is the usual custom, they burnt joss-sticks and lit numerous candles round the tomb. After having concluded these rites the party went on their way rejoicing with lighted tapers in their hands. While crossing the Government plantation, however, they dropped the lighted candles indiscriminately along the pathway, setting fire to some dry grass. A serious grass-fire might have resulted but for the intervention of the forest guard. The three worshippers were arrested and, at the Magistracy, yesterday, were fined \$2 each for setting fire to the Government plantation.

#### "A PERFECT PEST."

At the Magistracy, yesterday, a Chinese was charged with begging alms. "He is a perfect pest," said Sergeant Aris, "and harasses the Europeans in Kowloon."

Mr. Hutchison fined defendant \$5.

Asked as to his opinion of what assistance Great Britain and America will give to Germany, Mr. Knott replied that he was afraid that opinion, both in America and Great Britain, was such as to prevent Germany receiving the assistance she so sorely needs, and events will therefore take a very bad turn. The serious situation of the coal question, lack of food, and unemployment will, in the coming winter, bring about very grave changes.

He referred to the fact that Germany was our principal market for export trade before the war, and we must use all our energies to recover a great deal of that lost trade. He thought that adequate measures had been taken by the British Government to protect "key" industries, and the British Chamber of Commerce established in Germany feel that the road is now open to assist Germany in British interests. The only hope of Germany can come if England and America help Germany to get on her feet industrially; when she must inevitably become our biggest customer. "There was no danger," he remarked, "of a recurrence of the vanished German supremacy as it existed before the war. We have to choose the lesser evil—we must either help Germany and face the possibility of her competing with us by our producing the better article and by setting up efficient trade organisations such as this chamber of commerce, or we must leave Germany to her fate, in which case bankruptcy and all that it means must necessarily follow." (Continued at foot of next column.)



## H.M.S. "HAWKINS."

## ARRIVAL OF THE NEW FLAGSHIP.

## OFFICIAL LANDING OF ADMIRAL DUFF

H.M.S. *Hawkins*, which has been described as the most powerful light cruiser in the world, arrived in Hongkong Harbour at about 4 p.m. on Sunday, carrying Sir Alexander Duff, K.C.B., the new Commander-in-Chief of the China Squadron. Sir Alexander, who succeeds Sir Frederick Tudor, R.C.M.G., was Director of the Mobilisation Division of the Admiralty from 1911 to 1914, and was awarded the C.B. in 1912. In 1914, he was appointed Rear-Admiral of the Fourth Battle Squadron. He was one of Lord Jellicoe's Divisional Commanders in the Grand Fleet in the Battle of Jutland, his flag being flown in the *Superb*. He was awarded the C.B. (Military) for his services in the action. When Lord Jellicoe went to the Admiralty in November, 1916, Rear-Admiral Duff accompanied him for the purpose of re-organising the measures for the suppression of the submarine menace, and he was appointed in charge of the Anti-Submarine Division of the War Staff created at that time by Sir Edward Carson. In May, 1917, he became an additional member of the Admiralty with the title of Assistant Chief of the Naval Staff, and continued in that capacity till he received his present appointment, which is the first time he has flown his flag in foreign waters.

Yesterday morning, shortly after eight o'clock, the salutes were fired from the flagship, and returned by a battery in Kowloon. Similar compliments were exchanged with the U.S.S. *Helena*, the only other foreign warship in port. Sir Alexander made his official landing at about 10.30. He was met at Blake Pier by Commodore Gurner. A guard-of-honour, supplied by the Manchester Regiment, under the command of Capt. Barrell, having been inspected, the Admiral, accompanied by the Commodore and the Admiral's Private Secretary (Capt. Miller, D.S.O.), proceeded by motor-car to Government House, where he was received by H.E. the Governor. A guard-of-honour, supplied by the 2nd Punjab, and commanded by Capt. Gray, was in attendance.

During the day several other official calls were made. H.E. the Governor visited the *Hawkins* to return the Admiral's call. The Admiral visited the General Officer Commanding the Troops, who returned the visit later in the day. Commander Davis, of the *Helena*, also visited the *Hawkins*. The *Hawkins* will leave for Wei-hai-wei on Friday, but Sir Alexander Duff will remain in Hongkong. The flagship will take Vice-Admiral Sir Frederick Tudor, Lady Tudor, and Flag-Captain and Mrs. Fisher from Wei-hai-wei to Yokohama, where, it is understood, they will embark on the *Empress of Russia* and travel home via Canada. Nothing is known definitely of Sir Frederick Tudor's new appointment.

## OFFICERS OF THE "HAWKINS."

The officers of the new flagship are as follows:—

Vice-Admiral,	Sir Alex. L. Duff, K.C.B. (Commander-in-Chief, China Station).
Secretary,	H. Miller, D.S.O.
Flag-Lieutenant,	R. R. Stewart.
Staff,	
Flag-Capt. and Chief of Staff,	R. G. H. Henderson, C.B.
Secretary,	Arthur C. Hemmley, O.B.E.
Commander,	N. A. Wedehouse.
Lieutenant,	C. J. M. Lang.
Engineer-Captain,	Wm. A. Dathan.
Clerks to Secretary,	Jean H. B. Lejeune, M. H. Elliott.
Commander,	Geo. F. B. Edward Collins.
Lieut.-Commander,	F. W. Bennett.
Lieutenant,	T. B. Drew, O.B.E.
	P. H. Bonham-Carter, Roderick E. F. McQ. Mackenzie D.S.C.
	Donald K. Bain, J. K. Laughton, E. W. H. Jeans, J. D. Chapple, D.S.C., R. R. Beauchamp.
Eng.-Commander,	A. G. Archard.
Lieut.-Col., R.M.,	B. G. Waller, C.B., D.S.C.
Lieutenant, R.M.,	A. B. Woodhall.
Chaplain,	Rev. J. B. Pim, M.A.
Instructor-Lieut.,	C. S. Stuart, B.Sc.
Surg.-Commander,	Wm. E. Gribbell.
Pay-Mr. Commander,	H. J. D. Spriggs, O.B.E.
Surg.-Lieutenant,	J. L. Priton, M.B., B.S., M.R.C.P.
Pay-Mr.-Lieutenant,	H. A. Thompson.

Sub-Lieutenant,	C. F. C. Neele.
Mate,	G. C. F. Branson, E. R. Eastbrook.
Pay-Mr. Sub-Lieut.,	C. S. B. Hickman.
Chief Gunner,	John Turner.
Chief Boatswain,	George Taylor.
Gunner,	Edward W. Arkle, Percy G. Pantony, Anthony J. Cutting, Sidney H. Joyes.
Boatswain,	W. J. Veerhault.
Signal Boatswain,	C. W. Samways.
Warrant Shipwright,	John A. Miller.
Artificer Engineer,	Albert E. Lovett.
Warrant Telegraphist,	George Vince.
Warrant Mechanician,	Charles Patch.
Midshipman,	J. Hughes-Hallett, T. J. L. Watkins, J. D. Ainger, C. W. Hope, Wm. L. Bond, Jan M. Hooper, G. R. Cook, P. B. McDonald, H. A. Hinds, F. Skelton, C. C. Brown, C. F. Walker.
Paymaster Cadet,	Harry S. Rowell.

Capt. B. G. H. Henderson, the Commander of the *Hawkins*—which, by the way, was built at Chatham at a cost of £750,000 and was launched by Lady Robert, son served as commander of the *Erin* during the war, and then went to the Admiralty, where, with Admiral Duff, he was engaged in connection with conveying work.

## DESCRIPTION OF THE "HAWKINS."

The *Hawkins* may be shortly described as a very much improved *Birmingham* type. She was designed in 1917 to meet possible improvements or advances in designs of the German light cruisers, such as the *Bremen* class, special attention being paid to her sea-keeping qualities and her capacity for maintaining speed in weather where other light cruisers are handicapped. In the design, foreign service and long cruises were considered, and in view of the difficulty which might arise at times in obtaining a supply of oil fuel, some of the boilers are arranged for burning coal, the power obtained from them alone being sufficient for cruising speed. The fitting of both coal-burned and oil-fired boilers and the necessary provision for stowing large quantities of coal and oil fuel, in conjunction with the high speed required at full power, and the arrangements of the primary gun armament (seven 7.5 in. guns, six of which can fire on either broadside, five guns being on the middle line), made a long and large vessel necessary. The length between perpendiculars is 565ft., overall 603ft., and the breadth at fore-castle deck and underwater bulge of 65ft., the breadth at the waterline being a few feet less.

In order to render the vessel as safe as possible in the event of flooding through damage to the hull caused by grounding, collision, or mine or torpedo explosion, watertight bulkheads and decks are fitted which divide the vessel into a large number of watertight compartments. Except for the bunker doors, the door to the torpedo head magazine and the door in the bulkhead between the main and auxiliary steering compartments, there are no doors in any of the transverse watertight bulkheads below the lower deck. Also, in view of the vessel being generally more liable to damage and consequent flooding at the fore end, the main transverse bulkheads in the lower deck are spaced forward and have no doors. This arrangement, although, perhaps, somewhat inconvenient to the occupants of these spaces, makes for greater safety of the vessel. The bulges, which extend generally throughout the length of the boiler and engine-rooms, are for the purpose of giving greater safety against torpedo attack. If portions of the bulges on one side are damaged, the bulge on the other side can be flooded as necessary to bring the vessel upright again. It is possible for both the engine-rooms or for all three boiler-rooms to be flooded, and the vessel will remain afloat in a stable condition, providing no water obtains access through side scuttles being left open.

Since the vessel was designed numerous additions have been made, as a result of progress and war experience, to improve the efficiency of the gun and torpedo control, etc. These additions, and also the addition of the above-water torpedo tubes, have involved a comparatively large increase in the number of the crew, but it has unfortunately not been possible to allocate any additional space for their accommodation. A feature which will no doubt be noticed in the structure at the sides of the vessel at the after-end of the boat deck. This structure is arranged to give the necessary strength and rigidity at this position where the section of the vessel changes so considerably.

In this new ship where the comforts of the men have been studied, it is interesting to note a distinct innovation in the provision of a recreation space forward. Here games of all sorts are provided, and cinematograph shows are given for the entertainment of the ship's company. A system by which films will be exchanged for new ones at the ports should make this new departure much appreciated. Sport will be a prime factor in this ship. Among the officers are Commander Wedehouse,

the international Rugby footballer, and Lt. Bonham-Carter, whose prowess at cricket is so well known at Plymouth. There is a fine sporting element among the ship's company, and every encouragement will be given. The bathtubs allotted to the different departments in the ship show a big improvement as compared with other seagoing ships.

General messing has been introduced, and this is expected to greatly benefit the whole of the ship's company. One of the most interesting features of the new ship is the provision of a splendid refrigerator. By this means the ship's company will be supplied with fresh provisions throughout the commission, no matter where the ship might be or what the climate. The value of this improvement is most apparent. Its carrying capacity is enormous. Big improvements have also been made in the galleys. Adjoining them preparing rooms and pantries have been provided. After the meals the dirty utensils are collected, taken to the scullery, and washed by a staff specially detailed. An up-to-date bakery, electrically controlled, enables fresh bread to be provided daily, and an excellent canteen is run by Ah Ying. There is also a ship's band, and in this respect it is interesting to state that a special "Hawkins March," composed by the wife of Lt. Com. Drew, has been presented to the ship by that lady, and was played as the ship steamed out of Portsmouth harbour. A well-appointed barber's shop is greatly appreciated, whilst attached to the canteen is a lemonade factory, in which mineral waters are prepared daily.

AN OLD DEVON SEA DOG.  
An interesting handbook dealing with the history of the ship has been written by Com. F. W. Bennett, and issued gratuitously. The handbook contains much instructive information concerning the hull and armament of the vessel, as well as on such subjects as engineering, electricity, general drills, boats and boatwork, organization, salutes and ceremonial, etc. This is probably the first time that such a publication has been written and supplied to the men. It contains over a hundred pages of information, and, in addition to its instructive value, is being regarded as a souvenir of the *Hawkins* first commission. In his general remarks, the author points out that the ship is named after the great seaman and commander, Sir John Hawkins, of Armada fame, who was born at Plymouth in 1532. He was the second son of William Hawkins, son captain, merchant, and Mayor of Plymouth, 1582-9, whose ancestor had been a long line of Hawkins (or Hawkyns) of Tavistock. His elder brother, William, was also a great sea captain, but dropped his sea-faring career earlier, and became Mayor of Plymouth, in which post he fitted out seven ships against the Spanish Armada. It is interesting to observe that, in 1594, before leaving Plymouth on an expedition, Hawkins' sailing orders concluded with the quaint advice from Queen Elizabeth to "serve God daily, love one another, preserve your vituals, beware of fire, and keepe good companie." This biography of Hawkins is most interestingly written, and deals fully with the life and adventures and the many expeditions of the old Devon sea dog whose memory the new flagship perpetuates.

THE GREAT NAME OF HAWKINS.  
Continuing, the writer says:—"We may therefore readily consider that the *Hawkins* to be named after this brave sailor or great seaman—Sir John, his father William, his brother William, his son Sir Edmund, and his nephew William. The last was the originator of British trade in the East in founding an English factory at Surat, after visiting and negotiating with the Great Mogul at Agra. All were instrumental in introducing the right of Britain to show her flag over the seven seas at a time when the right was being contested by the whole might of Spain, with wealth incalculable and with cunning and bravery almost superhuman. And so must the great name of Hawkins be honoured for all time."

Occasionally, the ship embodies some of the lessons learnt during the war, and we must try, by making her as smart and efficient as ever ship was, without unclogly reverting to pre-war methods, to show that we have also learned many lessons in routine administration during the war. H.M.S. *Hawkins* is the first ship of this name that the Navy has possessed; it will therefore be even more necessary for all who sail in her to try and make a reputation for her in all branches—efficiency, smartness, comradeship, comfort, loyalty, and sport—which will set a very high standard for all future ships of the same name to look up to and to endeavour to attain. That a ship is known by her boats is an old service saying, and this is true; but a ship is even more known by her *esprit de corps*, which simply means the high opinion held by officers and men of themselves, each other, and the ship, which opinion should not usually be unduly concealed. Sir John Hawkins' ideals were: Progress, efficiency, loyalty, and sympathy. Let us take these as watchwords, and the success of the commission will be assured."

The *Hawkins* is a sister ship to the *Raleigh*, which was launched at Messrs. Beardmore's works, Dalmuir, recently; of the *Frobisher*, now on the ship at Devonport; and the *Effingham*, which is being built at Portsmouth.

## AMMUNITION CASES.

## AMERICAN VESSEL'S BRITISH LAWS.

At the Magistracy, yesterday, a Chinese youth, who arrived in Hongkong from Manila by the *Empress of Russia*, was charged with being in unlawful possession of a Daisy air-gun.

Defendant expressed himself as surprised that the Hongkong law was more severe than the Manila law. In Manila, he said, they were allowed to carry an air-gun without interference by the Police. Mr. Hutchison fined defendant \$5, and asked him to apply to the C.S.P. for the return of the air-gun.

## HIS FATHER'S SWORD.

A Chinese youth brought his father's sword, presented by the Military Academy, U.S.A., to Hongkong, as an heirloom, and was arrested for being in unlawful possession of a dangerous weapon.

When charged, yesterday, the youth explained the situation, and Mr. Hutchison, remarking that he did not think the youth intended to use the sword for an unlawful purpose, discharged him, telling him to apply to the C.S.P. for the return of the weapon.

## CHINESE FINED \$100.

A Chinese was charged with being in unlawful possession of 200 rounds of ammunition.

The man was arrested on the Kowloon wharf on Saturday, and the ammunition was found in a basket he was carrying. Mr. Hutchison fined defendant \$100, with the alternative of three months' hard labour.

A Chinese was charged with the unlawful possession of 100 rounds of ammunition.

Mr. C. H. Lyson stated that defendant arrived in the Colony a few days ago after a long stay in America, and was ignorant of the laws of the Colony. Mr. Lindsell fined defendant \$20.

## MINISTERING CHILDREN'S LEAGUE ENTERTAINMENT.

The funds of that deserving charity, the Ministering Children's League, are to benefit by an entertainment which will be given at the Theatre Royal next Saturday, under the distinguished patronage of H.E. the Governor, H.E. Major-General Ventris, Sir William Rees Davies, Commodore Gurner and the Hon. Mr. Claud Severn. A portion of the programme, comprising vocal and instrumental items, will be supplied by some of Hongkong's leading amateurs, among whom will be at least one gentleman, very popular in local A.D.C. circles, who has recently returned to Hongkong from war service. The remainder of the programme will be made up of a potted revue entitled "Chin-Chin Hongkong," specially written and set to music by Mr. Charles Weatherly. The "Prize Packets," who are presenting this revue, are already well-known in Hongkong, where they have won golden opinions by their tautful singing and general entertaining abilities. They are not strangers to revue work, for they took part in that type of entertainment for several months in Calcutta and Bombay towards the end of last year and early this year. "Chin-Chin Hongkong" contains numerous topical allusions, and a couple of songs about Hongkong that are sure to find their way into popular favour.

## TO-NIGHT'S ORGAN RECITAL.

The following is the programme of the Organ Recital to be given in St. John's Cathedral at 6.15 p.m. to-day:—  
1.—Prelude and Fugue in C minor, Bach.  
2.—"Slumber Song," ..... Nevins.  
3.—Solo, "Who loves not Know ledge!" ..... L. Lehman.  
4.—Pastorale, ..... Caesar Franck.  
Hymn 12.  
5.—March Pontificale, ..... de la Tombelle.  
6.—Solo, "Eye hath not seen" A. R. Gaul.  
Mrs. O. Kong Sing.  
7.—Benediction, ..... R. Kinder.  
8.—Duet, "The Day is Done" J. H. Lohr.  
Mrs. O. Kong Sing and Mr. C. Bowley Bird.  
9.—Jour des Noes, ..... Stuart Archer.  
During the singing of the hymn a collection will be taken in aid of the general expenses of the Cathedral.

## HIDDEN QUALITY

WHAT IS UNDER THE SURFACE IS AS GOOD AS ON THE SURFACE.

A PIECE OF FURNITURE MAY LOOK OUTWARDLY ATTRACTIVE; IT MAY BE COVERED IN GOOD MATERIALS. THE DESIGN MAY BE SOUND—BUT IF THE OUT-OF-SIGHT FEATURES ARE NOT UP TO STANDARD, THAT PIECE LACKS QUALITY.

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Put it in your pocket before you start and you will then be able to type as you go. The only typewriter which enables you to do this is the VIOTYP MINUTEMAN MACHINE which is so large that the hands, weights, and frame are all in one piece. A marvel of ingenious mechanism.  
Owing to the high rate of Exchange we have now reduced our price to \$115 & \$20.  
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|       | NIGHTS             | "          |
| A2764 | MERCI BEAUCOUP     | FOX - TROT |
|       | MY CAIRO LOVE      | "          |
| A2760 | WILD HONEY         | "          |
|       | HAWAIIAN SMILES    | WALTZ      |

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IN EVERY WEIGHT AND SIZE.

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We have a large assortment of White and Coloured Sweaters for

GOLF, TENNIS, CRICKET, ETC.  
GOLF HOSE, SOCKS & SHIRTS

IN PURE WOOL

## GLYN'S HATS

IN FELT, STRAW, VELOUT, AND TWEED.

INSPECTION INVITED.



## NEW ADVERTISEMENTS

## NOTICE OF REMOVAL.

ON WEDNESDAY, OCTOBER 30TH, we are removing to our new premises No. 25, DES VŒUX ROAD CENTRAL. Removal will be completed by 1st November next. New Stocks of Machinery, Office Equipment and Appliances will be exhibited in our main showroom on the ground floor, and with more extensive premises we shall aim to give our customers increasingly efficient service.

ALEX. ROSS & CO.  
[1445]

## DIOCESAN BOYS' SCHOOL, HONGKONG.

DURING the absence on leave of the Rev. W. T. FRANKLIN, Headmaster of the above School, the Acting Headmaster will be the Rev. A. J. S. STEARN, M.A. (Cantab). The appointment will date from October 30th, 1918.

Rev. H. C. MOYLE,  
Hon. Secretary.  
[1446]

## THE ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG.

## NOTICE.

AN EXTRAORDINARY GENERAL MEETING of Members will be held at the Secretary's Office, Chartered Bank Building, TUESDAY, OCTOBER 30TH, at 4 P.M., for the purpose of discussing the rise of freight rates by the Homeward Freight Conference.

By Order,  
E. A. M. WILLIAMS,  
Secretary.  
Hongkong, October 28th, 1918. [1447]

## WANTED.

EUROPEAN CLERK with experience in Imports and Exports. Good opportunities. Write stating qualifications and salary required. Box No. 1448. Care of "Daily Press" Office. [1448]

## WANTED.

SHROFF WANTED. Local firm require capable and energetic SHROFF with security. Good salary to right man. Apply—Box No. 1418. Care of "Daily Press" Office. [1449]

## LOST.

FROM 6, Broadwood Road, Young Pomeranian PUPPY Dog, sable colour. Finder please notify this address. [1453]

## SPECIAL NOTICE.

MRS. SADIE PIAK will exhibit the latest Creations from New York. Ladies' Evening Gowns, One-piece Gowns, Tailor made, Millinery, etc. One week only, October 29th to November 2nd, King Edward Hotel, Room 42. Hongkong, October 24th, 1918. [1456]

## WANTED.

WIRE-HAIRED TERRIER. Advertiser desires to obtain a young dog, wire-haired English terrier; must be of good shape and breed. Reply—Box No. 1450. Care of "Daily Press" Office. [1450]

## WANTED.

SECOND ENGINEER for British Steamer "SHEWAN". Apply—GERMINE CIGAR STORE, 18, Nathan Road, Kowloon. [1411]

## G. R.

## WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Office of the Officer Commanding Royal Army Service Corps, Headquarters, Victoria Barracks, until 12 Noon, on THURSDAY, NOVEMBER 14TH, 1918, for the supply of HOUSEHOLD COAL to the War Department, for the period December 1st 1918 to March 31st, 1919.

Forms of Tender and other particulars may be obtained personally, or by letter from the above-named Office between the hours of 10 A.M. and 1 P.M. Hongkong, October 24th, 1918. [1451]

## G. R.

## SALE BY TENDER OF H.M.S. "WHITING" AND H.M. TORPEDO BOATS 033, 038, 037 and 038.

TENDERS are invited for the purchase of the above-named Torpedo Craft with Engines and Boilers and Various auxiliary machinery and fittings on board. The vessels will be sold for breaking up only. Particulars of the Ships, Conditions of Sale, Forms of Tender and Permits to inspect the Ships, may be obtained on application to the undersigned. A deposit is required before forms of tender can be issued. The vessels will be sold separately, and intending Tenderers may quote for all or any of the vessels.

The vessels will be on view in the Naval Camber, Kowloon, between the hours of 10 A.M. and 4 P.M. from 24th October to 8th November inclusive (Sunday excepted) and Tenders must reach the Commodore's Office not later than 12 Noon on the 10th NOVEMBER.

NAVAL STORE OFFICER  
Hongkong, October 29th, 1918. [1444]

## INTIMATIONS

## NORTH CHINA INSURANCE CO., LTD.

## HONGKONG BRANCH.

M. R. S. J. CHINCHEN will RESUME charge of above Branch from TO-DAY.  
Hongkong, October 27th, 1918. [1440]

## HONGKONG GYMKHANA CLUB.

THE FIFTH GYMKHANA MEETING of the Season will be held at HAPPY VALLEY, on SATURDAY, NOVEMBER 1st, commencing at 2.45 P.M. The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey Club or Gymkhana Club. Soldiers and Sailors in uniform Free. The Committee invite the Ladies of Hongkong to be present.  
Hongkong, October 24th, 1918. [1441]

## HONGKONG JOCKEY CLUB.

## NOTICE.

MEMBERS are reminded of the HALF-YEARLY MEETING called for on SATURDAY, NOVEMBER 1st, at 12.30 P.M. at the Offices of the Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road.

G. W. GEGG,  
Acting Clerk of the Course.  
Hongkong, October 17th, 1918. [1402]

## A. S. WATSON &amp; CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of A. S. WATSON & CO., LIMITED, will be held at the Hongkong Hotel on the 5th day of NOVEMBER, 1918, at Noon, when the subjoined resolution, which was passed at the Extraordinary General Meeting of the Company held on the 29th day of October, 1918, will be submitted for confirmation as a Special Resolution:

"That the new Articles already approved by this Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Dated this 31st day of October, 1918.

JOHN D. HUMPHREYS & SON,  
General Managers. [1450]

## UNION INSURANCE SOCIETY OF CANTON LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Society will be held at the Registered Office of the Society, Nos. 3 and 4, Queen's Building, Victoria in the Colony of Hongkong, on FRIDAY, the Seventh day of November, 1918, at 12 o'clock Noon, when the subjoined Resolutions will be proposed:

1. That the fusion of the interests of the Union Insurance Society of Canton, Limited, (in this and the following Resolutions referred to as "the Society") and the North China Insurance Company Limited (in this and the following Resolutions referred to as "the Company") be approved of and agreed to on the basis following:—

(a) That shares of the Society of the nominal value of £10—each whereof £4—per share shall be credited as paid up be allotted to the shareholders of the Company in exchange for the shares of the Company in the ratio of one and a half shares of the Society for each one share of the Company.

(b) That the Society in addition make payment to the shareholders in the Company of the sum of £5. (Five pounds) Sterling in cash for each one share in the Company held by such shareholders exchanging their shares in manner and upon the basis mentioned in clause (a) above.

2. That for the purpose of carrying into effect Resolution No. 1 (a) above, the Society do issue 15,000 shares of the nominal value of £10 each (whereof the sum of £4 per share is credited as paid up) out of its unissued capital of 104,000 shares.

3. That the 15,000 shares referred to in Resolution No. 2 above and when issued to rank for dividend and in all respects pari passu with the existing Ordinary shares of the Society and that the balance (if any) of such 15,000 shares be dealt with in such manner as the Board of Directors of the Society shall think most beneficial to the Society.

Dated this Twenty Fifth day of October, 1918.

C. H. P. HAY,  
Deputy General Manager. [1453]

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Great Varieties of used and unused

## POSTAGE STAMPS

Singles, Sets, Packets, Bags, and on Approval Books

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## AUCTIONS

## BY ORDER OF THE OWNERS.

## PUBLIC AUCTION.

THE VERY VALUABLE BUILDING SITE Situate at

KOWLOON POINT, TSIMTSATSUI, WITH LARGE FRONTAGE ON KIMBERLEY ROAD, KOWLOON,

RIPE FOR IMMEDIATE DEVELOPMENT

To be Sold by

PUBLIC AUCTION,

ON

THURSDAY,

The 30th day of October, 1918, at 12 o'clock Noon

by

Mr. GEO. P. LAMBERT

at his Auction Room in Duddell Street, The Property consists of:—

All that piece or parcel of ground situate at Kowloon in the Colony of Hongkong and registered in the Land Office as THE REMAINING PORTION OF KOWLOON INLAND LOT NO. 1154.

The Property is situate in a very desirable position ready for immediate building purposes.

Particulars and Conditions of Sale may be obtained from:

Messrs. DEACON, LOOKER, DEACON & HARSTON,

1, Des Vœux Road Central, Hongkong, The Vendor's Solicitors.

Or From Mr. GEO. P. LAMBERT, The Auctioneer. [1392]

## PUBLIC AUCTION

By Order of the Mortgagees

MR. G. O. P. LAMBERT has received instructions to sell by Public Auction

On FRIDAY,

the 31st day of October, 1918, at 3 o'clock in the afternoon at his Sale Room in Duddell Street, Victoria, Hongkong.

The Steamship "ASIA"

1061 tons now lying in Kowloon Bay in the Harbour of Hongkong together with all the furniture, Store equipment and appurtenances now on board.

## IN ONE LOT

This ship is a Chinese ship registered in Canton and is constructed of steel. She has the following dimensions namely, Length 92 feet, Breadth 32 feet 6 inches, and Depth 18 feet, 6 inches, and her speed is about 10 knots.

For further particulars and conditions of Sale and for orders for inspections of the vessel please apply to—

Messrs. KUNG YUEN, 123, Wing Lok Street, or Messrs. DEACON, LOOKER, DEACON & HARSTON,

1, Des Vœux Road Central, Vendor's Solicitors, or to Mr. GEO. P. LAMBERT, The Auctioneer. [1393]

## A. G. DA ROCHA, IS THE AUCTIONEER.

## A. G. DA ROCHA, AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2321.

FAVOURED with instructions from the concerned, will sell by Public Auction, TO-DAY (TUESDAY), October 31st, 1918, at 2.15 P.M. at his Sales Rooms.

A QUANTITY OF MISCELLANEOUS GOODS & EFFECTS.

Very best quality Woollen Blue Serge, in good condition, 7 yards or 8 yards, suit length.

20 cases Silk Hand Soap by Peet Bros. Co., San Francisco.

20 cases Crystal White Soap, Peet Bros. Co., San Francisco.

10 cases Life Guard Milk.

20 cases B. & K. Best Australian Jams.

40 cases Laundry Soap.

60 Red Blankets.

15 Sea or Motor Car Rugs.

3 cases Sand Cloth.

4 cases Sand Paper.

60 doz. Rose Soap.

10 cases Tuckey's Liqueur Whisky.

50 cases "Heart" Brand Salamander Brandy.

5 cases Schweppes' Cordial Lime Juice. And a long line of Sundries.

Also 2 Bales Superior quality Canadian Leather. Terms—Cash on delivery. Hongkong, 24th October, 1918.

## A. G. DA ROCHA, AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2321.

## INTIMATION

## WATSON'S FINEST OLD BROWN LIQUEUR BRANDY



25 YEARS IN WOOD

## A. S. WATSON &amp; CO., LIMITED.

## WINE AND SPIRIT MERCHANTS.

TEL. 618.

## BIRTH.

HAYLOCK-DAVIES.—On October 24th, at Hongkong, the wife of Captain P. HAYLOCK-DAVIES, R.A., of a daughter.

## MARRIAGES.

FAIRWORTH—BUCKLAN.—At All Saints' Church, Tientsin, on October 8th, Cyril FAIRWORTH, youngest son of the late Dr. T. L. and Mrs. Macartney, of Liverpool, to Hilma M. BUCKLAN, youngest daughter of Harry BUCKLAN, of Leicester.

MACARTNEY—VAN-CORBACK.—At H.B.M. Consulate, Shanghai, on October 18th, and afterwards at Holy Trinity Cathedral by the Rev. C. J. F. SIMONS, THOMAS L. and Mrs. Macartney, of Liverpool, to Hilma M. BUCKLAN, youngest daughter of the late Mr. H. W. B. and Mrs. Van-Corback, of Shanghai.

## DEATHS.

ANDERSON.—At Shanghai, on October 28th, HENRY GEORGE ANDERSON, aged 37 years.

LOPES.—At No. 32, Haskell Road, Shanghai, on October 19th, MARIE MARIA, the beloved daughter of Mr. and Mrs. C. A. M. Lopes, aged 24 years.

HONGKONG OFFICE: 104, DES VŒUX ROAD, C. LONDON OFFICE: 181, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, OCTOBER 28TH, 1918.

## THE GERMAN FETISH.

The natural reaction against German influence caused by the war is to some extent justified by the fact that in many cases German thought and German methods have had too much importance assigned to them. German scholarship must certainly be commended for its thoroughness, though at times this thoroughness results in the pursuit of trivial details with an earnestness far out-reaching their value. The wood is too often obscured by the trees, and the painful student emerges from the intricacy with but little more enlightenment than when he entered it. An inability to decide between the important and the unimportant, between the vital and the negligible, permeates the whole of German criticism, the enormous volubility of which, moreover, is to some extent its own enemy. A curious instance of the results of this lack of proportion is afforded by the complaint of a late well-known English philologist, rendered the more interesting by the fact that in philology

German scholarship has undoubtedly shown its greatest brilliance. The complaint was that while German methods had been introduced into England by English philologists, in many cases English researches founded on these methods had been re-exported to Germany and then imported again as original German products. This, of course, means that the German ideas had been painfully disengaged from their surrounding verbosity and clarified by English thinkers. Their subsequent re-importation as German products being due to the German fetish. It must be remembered, also, that the best work in German philology was done many years ago, while the brilliant generalisations of MAX MÜLLER, the last of his school, have been shown, by newer hands, to be more or less unsound. Turning to another branch of science in which the Germans have made their name—biology—one is again struck by the immense amount of painstaking research and the inability to make sound generalisations from the result of all this labour. HARKER, the most popular writer on this branch of science, leaves upon the reader the same impression as is obtained from a perusal of PLATO—that the writer is too often playing with words; thinking in words and not in ideas. The riddle of the universe, does not seem solvable on these lines—if, indeed, it be solvable on any—and again the brilliant generalisations are unsound. Nevertheless, in spite of this lack of lucidity of intellect, it must be admitted that German thoroughness has been strikingly successful in the sciences akin to biology, more especially in therapeutics, the knowledge of which has gained the Germans world-wide fame, and attracted students from all parts of the world to their country. Mankind is, no doubt, much indebted to German scientists for the work they have done in alleviating and averting human suffering; yet we should hesitate to say they have done more than PASTEUR or LISTER. In the realms of pure philosophy Germany again occupies a distinguished place. It is certainly a long cry from KANT to ECKEN through such names as SCHELLING, FICHTE, SCHOPENHAUER and NITZSCHE, but if extreme volubility has been detrimental to work in other directions, in philosophy it has been no less felt. German philosophy partakes of the character of a people proud of their intellectuality, and a little inflated by it; it lacks restraint. If we were to compare it with English philosophy from the days of LOCKE to SPENCER we should say that the Englishmen argued from facts and the Germans from fancies. The consequence is that German philosophy is more or less metaphysical, while English philosophy is more or less "positive." Nor can German philosophy be said to have made progress, for, in spite of the passing popularity of such men as ECKEN, we can hardly consider them as making any permanent addition to the body of human thought. In the realms of pure literature recent years have not produced much fruit. German literature is principally known to outsiders on the strength of three names—GOETHE, SCHILLER and HEINE, the last being, perhaps, more esteemed abroad than in his own country. It would be unfair, of course, to expect that Germany, or any other country, should show a constant succession of great writers and poets; the ebb and flow of genius must be reckoned with here as elsewhere. Yet it is certainly remarkable that German literature of recent years should have made so little impression outside its own borders. With the exception of a few novels of FREYTAG and some of the plays of the new school of German dramatists, recent developments in German belles-lettres have received no foreign recognition. The brilliant promise has not been fulfilled and one is inclined to wonder whether the strain of activities in other directions may not to a certain degree account for this. Nevertheless, in spite of these strictures it would be unwise to cast aside utterly all that German thought and German methods have done—to deny that they have been of value in the past and will be of value in the future. In protesting against an over-estimation we must not fall into the error of an under-estimation. Nations, no less than individuals, are prone to sickness, and when the illness from which Germany is suffering has passed away she will, no doubt, resume her proper place among the nations.

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## CABLES.

[THROUGH REUTER'S AGENCY.]

## BLOCKADE OF SOVIET RUSSIA.

## GERMANY REFUSES TO ASSIST.

COPENHAGEN, October 24th.  
In the German Assembly, the Foreign Minister, Herr Mueller, referring to the Supreme Council's request in respect of the blockade of Soviet Russia, said that Germany, having herself suffered hunger through a blockade could not be expected to assist in imposing it on Russia.

Moreover, so long as Russia was not supplied with foodstuffs, so long would the Russians be unable to resist Bolshevism. Germany, therefore, could not agree with the Supreme Council's request.

The Socialists supported Herr Mueller.

## RUMANIA AND SERBIA.

## IMPORTANT DECISIONS OF THE SUPREME COUNCIL.

PARIS, October 24th.  
An important step towards the stabilisation of the situation at Bucharest has been taken by the Supreme Council in Paris, which has refused Rumania's demand for both banks of the Maros as far as Thess and the control of the Arad-Batmar Railway.

The Council has also informed Rumania that the Transylvanian settlement, by which Rumania gets a Transylvanian Province of 120,000 sq. kilometres rich with minerals, is irrevocable.

The Council has settled the vexed question of Banat by dividing it between Rumania and Serbia. The latter gets most of the district of Torontal and two-thirds of the waterways in Banat.

Rumania receives the districts of Temes and Caroseverin, with the famous mines and steelworks at Resicza and Anina.

## AMERICAN LABOUR.

## COAL MINERS' STRIKE THREATENED.

LONDON, October 26th.  
The strike of the steel workers of the United States has still not been settled, but it appears that the men are gradually returning to work.

A strike among 400,000 coal miners is now threatened. The men demand, *inter alia*, a 90 per cent. increase in wages and a 30 hour week instead of a 48 hour week. Mine owners say that this would mean a ruinous increase in the price of coal, and they refuse to negotiate until the miners promise to carry out their present agreement, and until the price of coal is fixed by the Government.

## THE GOVERNMENT DEFEAT IN THE ALIENS' BILL AMENDMENT.

LONDON, October 23rd.  
In the House of Commons, during the third reading of the Aliens' Restriction Bill, the Government's proposal to amend the clause relative to foreign pilots, modifying the Committee's decision to withhold certificates from all aliens, was defeated by 185 votes to 113.

Considerable excitement ensued, but Mr. Bonar Law, according to precedent, immediately moved the adjournment of the House until October 27th, to enable the Government to consider the situation. This was warmly received on all sides.

Sir Edward Carson hoped that no "extraneous" expectations would be based on the result of the division.

It is not expected in the Lobby that the defeat will have serious consequences, as the point involved is small. It is believed that Mr. Bonar Law desired to read his followers a lesson as regards the inconveniences of hasty voting against the Government.

## THE CABINET'S DILEMMA.

LONDON, October 23rd.  
The issue in last night's vote was whether alien ship-masters shall be allowed to pilot their own ships to British ports. The Government favoured permits to French ship-masters in accordance with the Convention with the French.

The Cabinet is now confronted with the dilemma of asking the House to reverse its decision or denounce the Convention.

## NOT SUFFICIENTLY IMPORTANT TO JUSTIFY AN ELECTION.

LONDON, October 24th.  
The Cabinet Council has considered the position raised by the Government's defeat in the Aliens' Bill amendment.

It is understood that the Government do not regard the defeat as sufficiently important to justify an appeal to the country.

## THE SAMOA MANDATE.

## ACCEPTED BY NEW ZEALAND.

WELLINGTON, October 26th.  
The House of Representatives has passed a Bill providing for New Zealand's acceptance of the Samoa mandate.

## GENERAL DIAZ, IN LONDON. RECEIVES THE FREEDOM OF THE CITY.

LONDON, October 24th.

General Diaz was accorded a great reception in the City to-day, when he received the Freedom of the City of London and was presented with a sword of honour at the Guildhall.

He afterwards lunched at the Mansion House.

The large and distinguished gathering at the Guildhall included Mr. Balfour, Mr. Churchill, Generals Bawinson, Ian Hamilton, the Earl of Cavan, Monash, and the Italian Ambassador.

## THE PRINCE OF WALES.

## VISIT TO THE U.S.A. POSTPONED.

NEW YORK, October 26th.

The visit of the Prince of Wales to the United States has been postponed owing to President Wilson's illness. The visit may be abandoned.

## THE LEAGUE OF NATIONS.

## WHEN IT WILL BECOME OPERATIVE.

PARIS, October 21st.

A Havas message says:—

It now seems certain that the League of Nations will actually become operative on the day the Peace Treaty is effective.

The General Secretary of the League has drawn up a plan giving the League a working organization from the first meeting of the Council in Paris, although such organization will be of a provisional character.

## CAILLAUX AND LENOIR.

## SENSATIONAL PARIS TRIAL.

PARIS, October 24th.

During his trial on a charge of high treason, M. Caillaux, the ex-Premier, passionately protested his ability to vindicate his patriotism, in spite of the evidence which "adventurers and cheats fabricated at the trial."

The Court adjourned until November 11th, and refused bail, which M. Caillaux requested to enable him to carry on his electioneering campaign.

President Poincare has refused to deprive Lenoir, who was sentenced to death in connection with the famous Bonnet Rouge affair, but whose execution was postponed to allow his evidence to be taken in the Caillaux trial.

The President ordered that he be executed this morning, but a Commission of five doctors was directed to examine Lenoir, who is paralysed in the legs, to decide whether he can be taken to Vincennes for execution.

Later, Lenoir has been executed.

## KING ALFONSO.

## ARRIVAL IN LONDON.

LONDON, October 24th.

King Alfonso of Spain arrived in London to-day from Paris. He is travelling incognito.

The King of Spain, during his stay in France, paid a visit to several famous French battlefields.

## AVIATION.

## THE ENGLAND-AUSTRALIA FLIGHT.

LONDON, October 24th.

The Air Ministry announces that Capt. G. G. Matthews, who started on his flight from England to Australia on October 21st, arrived in Cologne on the afternoon of October 22nd.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## ITALY-CHINESE FRIENDSHIP.

ROME, October 19th.

Luk Tseng-tsang arrived here to-day and was received at the station by the Chinese Minister, the personnel of the Legation, Count Sforza, the Foreign Under Secretary, Commendatore Scelsi, the ex-Consul-General at Shanghai, and other authorities.

Luk Tseng-tsang will be the guest of the Italian Government. He will present the King with a portrait of the President of the Chinese Republic, with an autograph, as a testimonial of the admiration of the Head of China for the Sovereign of Italy.

The present of Luk Tseng-tsang in Rome is being made the occasion for increasing Italy-Chinese friendship by the establishment of a Bank and a commercial organization to develop trade with the Far East. These will be directed by Commendatore Scelsi, who is retiring from the Consular Service for the purpose.

## CHINESE IN LIVERPOOL.

LIVERPOOL, October 26th.

The Liverpool Police raided Chinatown to-day and arrested 70 Chinese engaged in the opium traffic, including a number of smokers, some of whom were in a state of coma and had been carried to the Police Station.

## CRIMINAL SESSIONS.

BEFORE HIS HONOUR THE CHIEF JUSTICE (SIR WILLIAM REES-DAVIES, K.C.).

## MURDER OF A RATTAN WORKER.

Four Chinese were indicted for the murder of a Chinese rattan-worker at Yaumati.

The Acting Attorney-General (the Hon. Mr. H. E. Pollock, K.C.) prosecuted, and the Hon. Mr. C. G. Alabaster defended.

The following jury was empanelled: Messrs. J. Macdonald, W. C. Jackson, D. G. Gow, J. Young, C. F. de Carvalho, E. Danenberg and Ho Sai Wa.

Mr. Pollock said that the evidence for the prosecution would show that, on August 18th, at about 1 p.m., the deceased was walking along Shanghai Road, Yaumati. He had reached the corner of Shanghai Road and Jordan Road when he was set upon by a number of Chinese armed with daggers and sticks. As a result of the injuries he received, he lost his life.

There was no doubt whatever that the man met with his death at the hands of a body of men, and the only question which the jury had to decide was whether the four prisoners, or any of them, were among the number who assaulted the deceased. There were two persons who gave evidence of identification—the son of the deceased—who was walking a few feet in front of his father and, on hearing a noise, turned round to see his father being assaulted. He was able to identify the first and second prisoners as being among the assailants.

Another Chinese, who had watched the assault from near by, was able to say that the first, third and fourth prisoners were among the assailants. This man had seen the first, third and fourth prisoners before, so he was familiar with them. The prisoners were not arrested on the spot, nor were any daggers or arms found on them, so that the prosecution rested almost wholly on the evidence of identification. The prisoners denied that they had anything to do with the assault.

The first prisoner contended that he was in his house at the time, the second and third that they were in two different tenements, and the fourth that he was in Hongkong, playing *ma chuek* in a house in Swatow Lane, Wanchai, where he was afterwards arrested. The theory of the Police was that the assault was the result of a quarrel between two rattan-makers' guilds.

Before the son of the deceased man, who had identified the first and second witnesses at the Police identification parade, gave evidence, Mr. Alabaster asked that the four prisoners be put among the large gathering of Chinese who were listening to the proceedings at the back of the Court, and that the witness be asked to identify them. This was done, and the witness said there were none of the prisoners among the crowd.

His Lordship then asked Mr. Pollock if he wished to proceed with the case. Mr. Pollock intimated that he did, because he was depending on another witness for identification.

The same procedure was followed with the remaining witness for the prosecution, except that the fourth prisoner, who was well known to him, was left in the dock. The witness spent several minutes looking among the hundred odd Chinese at the back of the Court and finally picked out the first and the third prisoners.

Mr. Alabaster then submitted that, there being no evidence against the second prisoner, he ought to be discharged. The Attorney-General offered no objection, and this course was adopted.

On behalf of the prisoners, Mr. Alabaster said it was true of all cases, and especially of murder cases, that it was the duty of the prosecution to prove the guilt of those charged beyond all reasonable doubt. It was no part of the duty of counsel for the defence to prove the prisoners' innocence. He said that because he was going to call the three prisoners and certain other witnesses, and he wanted the jury to understand that he was not thereby trying to assume that it was any part of his duty to prove them innocent. He would submit later on, when he reviewed the evidence, that the case for the prosecution had absolutely failed.

The hearing was adjourned until this morning.

## "GIFT TO BELGIUM."

The Anglo-Belgian agreement concerning the districts of Ruanda and Urundi, in German East Africa, embodies not only a bargain between the two countries, but a free gift by Great Britain to Belgium of these territories.

The two districts constitute the most fertile portion of the colony, and have a population of more than 3,000,000 natives. This gift to Belgium is a mark of British gratitude to her ally, Great Britain having been under no obligation whatever to cede this the most valuable portion of her new East African domain, to Belgium or any other country.

## WOMEN IN HONGKONG.

During the past week, Mrs. Basil Tylor has made a strong and heart-felt appeal to the people of Hongkong on behalf of the suffering women and children in the devastated regions of France.

The picture of their misery and their persistent bravery and determination to overcome terrible odds cannot have failed to stir the imagination of the most prosaic egoist; and there are indications that the sympathy aroused will be practical and useful. A preliminary meeting is to be held this week to discuss ways and means, and it is more than likely that from this will evolve a scheme that will be unique in the annals of the Colony.

Anyone who has lately returned to the Colony after years of active war work or active service, is struck by the extreme normality and ease of existence in this city.

The war is over; as far as we are concerned it is like a bad dream not forgotten, and now we want to turn our thoughts to happy visions of the future.

We must remember, however, that unless we help to bring consolation and compensation to those wretched people whose homes are ruined and who have lost all, while we live in safety and comfort, we shall never lay the ghosts of all those souls who sacrificed their lives willingly in the belief that those they left behind them would be the better for their sacrifice.

In answering Mrs. Tylor's appeal, the people out here will be helping to pay a debt to the dead.

In connection with my intention to publish facts about the work of Hongkong women, I have been much interested in the splendid record of the Voluntary Aid Detachment, especially in learning of the doings of various members who obtained leave of absence or were seconded for service overseas.

The women's branch was started by Mr. Ralphs in February, 1914, and was subjected to the usual storm of adverse criticism and witicism.

Doubtless, those who laughed when they saw trifles and pretty frocks given way to sober grey uniforms of inconspicuous plainness and workmanlike cut. Soon, the efficiency and enthusiasm of the first members and the organizers aroused the interest of many, and the detachment grew into a very useful and serviceable body, with Lady May as an energetic and active Commandant.

Training started in secret earnest; local and military doctors gave their services as lecturers; examinations were held at stated intervals and the usual procedure of St. John's Ambulance brigades was carried out. The majority of trained nurses in the Colony took charge of sections, and trained and drilled them into efficiency; monthly tests were held and the competition to be the leading section proved a valuable impetus to hard work and serious study. Duties were undertaken by various members at the Military and Civil Hospitals, and the organization was placed on such a footing that, in the event of necessity, it was ready at a moment's notice to answer any call to duty.

From time to time detachments under a trained nurse went into camp, with volunteer or cadet forces. That further calls were not made upon the detachment does not in any way detract from the efficiency which is clearly demonstrated in yearly official reports. The story of the big review by the G.O.C. at the Military Hospital is ancient history but some of the words of that officer upon the occasion are still remembered.

The General said very truly that the training and the experience the women were gaining would make them more useful and efficient members of society even if they were never called upon for war work. A practical knowledge of the rudiments of nursing should be part of every woman's education, and until it becomes compulsory, St. John's Ambulance classes should be eagerly utilized.

Men and women have learned to their cost that inexperience and lack of training are often responsible for disaster and waste of life and material in the homes of newly-married people; and that this unhappy state continues until a woman has had her lesson in the school of life, at the expense of her husband and children.

The V.A.D. training requires women to qualify in home nursing and first aid, and offers opportunities for the special study of invalid cookery, dispensing, care of stores, and above all, discipline and prompt obedience to orders. It is not for a moment claimed that a V.A.D. probationer or nursing sister could compete with a fully-trained nurse, but during this war I have seen hospitals for sick and wounded soldiers a few trained nurses, and their service, if not perfect, was at any rate equal to that of probationers in ordinary hospitals.

Many of the members of the Hongkong Women's Voluntary Aid Detachment have done useful work in war centres. I hear of one who was admitted to the Prince of Wales' Division, another at a Military hospital in Italy; one of our members was in charge of a ward in a temporary hospital during a terrible influenza epidemic. Twelve members volunteered for service in Siberia and thus did regular duty at the Civil Hospital, and in every case their work received favourable comment and gave unqualified satisfaction.

These facts all go to prove that even in times of peace the detachment should be supported, that present members should not resign but should continue to pass efficiency tests, and that all your girls not already enrolled should become members and avail themselves of the opportunities offered.

I should personally like to see the training carried further than it is, so as to include for the women members a course of "lectures" and "demonstrations" of "Mothercraft." I shall endeavour at a later date to prove the necessity for the study of this science, and to show why this is one of the burning problems of the day, on which the whole future of the Empire may be said to depend.

And now to lighter subjects; we moderns cannot stand too much serious thought, we want our mental stimulants in homeopathic doses.

We have all been frivolous, as usual, at dances, golf competitions, and American tournaments. Dinner parties come under the category of "serious thought."

The good cooks and highly-trained servants of China make a dinner party almost a sacred rite: everything is so perfectly done. The hostesses of Hongkong are satiated with a long course of European menus and have lately been indulging in a series of luncheon parties devoted entirely to Chinese chow, or curry in various forms. Any newcomer who is about to be initiated in advanced go in for a self-denying ordinance for a few days before one of these events.

The opening meeting of the Yacht Club on Saturday attracted quite a large crowd. There was a fascinating and weirdly discordant band, and the feet of dancing people flicked and their shoulders swayed, what time they pretended to take an intelligent interest in the racing.

I would like to suggest that entertaining on a large scale in Hongkong might be less ponderous if some brave souls would occasionally venture to do what they really want to, instead of what they think they ought to. I can imagine some interesting developments. There is, I am sure, a lot of good material in the period of Queen Victoria's still lays a cramping hand upon individuality. In the words of the classics—"Here's Hoping."

(Continued at foot of next column.)

## CANTON NEWS.

CANTON, October 27th.

## FORMATION OF "A REAL GOVERNMENT."

Owing to the conflict between the M.P.s and Shum Chun-huen, the Chief Administrative Director of the Military Government, the formation of "a real Government" has been interrupted, as a number of the M.P.s are opposing it in spite of the fact that it has been passed by a joint meeting of the two houses.

The Tuchen, Mok Wing-son, has expressed the opinion that disturbance may result if the project is proceeded with. Tong Kai-yew, the Tuchen of Yunnan, is also opposed to the scheme.

Shum Chun-huen, has tendered his resignation to the other members of the Military Government, but, owing to the importance of the question, they have not dealt with it.

Certain M.P.s, it is said, have received instructions from General Luk Wing-ting to go on with the proposed change in the Government. They intend to elect Li Yue-hung (the ex-President of China) President, and General Luk, vice-President. They do not expect that Li would come to Canton to assume office, and therefore General Luk would be in fact President.

THE BOYCOTT.  
It is stated that a certain consul in Shamen has sent through the telegraph office, an urgent message to his home Government requesting instructions to address the local Government on the subject of the boycott of "low-grade" foreign goods, as he has already discussed the subject with the Tuchen, and the Civil Governor without effect. The consul explained that the boycott continues, and that certain companies dealing in the goods are suffering considerable losses. The telegram was written in English, and was handed to the telegraph-office in Shamen, but, owing to its importance, the superintendent of the Shamen office has sent it to be dispatched through the head office of the Telegraph Company.

ROAD IMPROVEMENTS.  
The Tak-Huen, and Kat-Cheong roads have been recently completed.

The pulling down of the walls of the city to make room for new roads commenced on the 18th instant. The road from the capital to Morning, General Luk's native village, is to be built first, and the others are to follow.

PEACE OR WAR?  
At a special meeting of the Military Government on October 24th, which was attended by 34 representatives of the Military Government and of various armies, twenty-three voted in favour of declaring war on the Peking Government. The remainder did not express any view upon the question, so it was to be adjourned for further discussion.

It is reported that Commander Machai, who was commander of the 1st Army to reinforce Hunan during the previous war, has received instructions to lead his forces to Hunan again.

THE TRAMWAY CONTRACT.  
It is reported that owing to the various protests and the refusal of the Minister of Communications to register the tramway contract, the syndicate have not yet paid the second instalment due to the Municipal Council, the Directors of which are very much disturbed by the fact.

RETURN OF GERMAN FIRMS.  
It is stated that the agents of some of the former German firms have received instructions to take proceedings for the resumption of their business in Canton and elsewhere. The agents are searching for offices and making other preparations. It is expected that one or two of the firms may be re-opened within the year.

I should personally like to see the training carried further than it is, so as to include for the women members a course of "lectures" and "demonstrations" of "Mothercraft." I shall endeavour at a later date to prove the necessity for the study of this science, and to show why this is one of the burning problems of the day, on which the whole future of the Empire may be said to depend.

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(Continued at foot of next column.)

THE SCHIRMER.

## BAGMEN OF EMPIRE. SUPER CONSULS WHOM ENGLAND LACKS.

[BY SHAW DESMOND.]

Wherever the British flag flies over a consulate, that place to the inhabitant, whether his skin be white or brown or black, is "England," the consul the representative of England. The consulate is holy ground, its head the protector of every man in whose veins the blood of England runs. He is the outpost of empire. But he ought to be more. He ought to be the Empire's "commercial traveller."

He is not. And it is not his fault. Chance has enabled me to see at short range the working of what should be the Empire's commercial traveller over a long period in one of Europe's busiest centres. It gave me furiously to think.

What should be the business of the consul, say, in a country which we may call Silubria.

To give exact information to any Silubrian upon the goods of the British Empire; their quality, price, transport, etc.; where they beat the goods of America or Germany. He should act as a trade telephone exchange to put any Silubrian through to any British manufacturer, and to see that he gets through. His consulate should be a bureau of information available for any British manufacturer who wants to know about the trade possibilities of Silubria, and the psychological peculiarities and trade customs of the Silubrian (a vital point).

Can he do that?

UNDERPAID.  
He cannot. The consul of vice-consul (I am here using the terms interchangeably) is usually a drudge of empire. He works like a coolie at the pay of a super-coolie. His energies are sapped by routine work, much of which a clerk could do, and by "reports" which don't matter and which he knows don't matter. He is ridiculously underpaid and underpaid. He holds himself to the "legation set," when it exists, which, with his insufficient salary, means that he seldom gets the chance to know the country or its people, with whose language he has often only a nodding acquaintance.

Our consul has had to pass a mad examination which has done its best to unfit him for the business of empire. There are three branches of the consular service—(1) the general, (2) the Far-Eastern, and (3) the Near-Eastern. If he is in the last, he will have had to pass a competitive examination in French, German, Italian, Spanish—and Latin and Greek—why the two last, Heaven and the Civil Service Commissioners alone know. Arithmetic they don't bother about. It is as elementary as no matter.

He has then had to go to Cambridge for two years, where he has been brain-addled by stiff examinations in such trifles as Arabic, Turkish, Persian, Russian, Turkish and Persian history, and English law! At one time the poor devil would have been examined also in Turkish or Persian law. After worrying through this inferno, he is rewarded by a magnificent £250 a year, rising by £15 a year to £450 as vice-consul, plus an office allowance of, say, £100. Compared with pre-war rates, his income is worth about £225!

No wonder, as I have seen more than once, when the vice-consul or commercial attaché's help gets a tempting offer from local firms he quits the service. You can't blame him.

FAULTY SYSTEM.  
The Americans have another way. Their men have been generously paid. They have trebled the staff of the commercial attaché, himself one of America's most prominent business men. They have sent a stream of valuable information, meaning millions to America, across the Atlantic. They have appointed, wherever possible, Americans born in the country in question, knowing language and people, laying, as always in America, first stress on "the personal factor." They have switched the local merchants by the hundred through to the States, and whereas, when I first knew the country nine years ago, everybody swore by John Bull and English goods, to-day there is a steady trend towards America and Uncle Sam.

Fortunately, the consular and "diplomatic commercial" service is being revised, but unfortunately there is a talk of retaining the discredited examination system, though modified. Speaking from intimate experience, I should suggest the following reforms:—(1) The placing of consulate, legation, and commercial attaché's office under one roof, preventing jealousy and securing efficiency; (2) abolition of the examination and the taking of consuls, etc., from the business world, paying first-class men tempting salaries; (3) doubling or tripling of present staff, using clerks for routine work; (4) "live" information bureaux for collection and distribution of local information; and last, and most important, the securing of consuls who have personality, speak the language and mix with the people.

All of which means the building of British foreign trade around the Consul.

Daily Express.



# THE MENACE OF INDIGESTION

to the General Health should neither be ignored nor treated lightly. It is always wise to regard indigestion as a serious menace— for this it is, most undoubtedly. Do not therefore dismiss a stomach ailment with the words— "It is only indigestion!" Think of what it might lead to. For it happens that neglect of this ailment in some cases has serious results. A simple remedy—yet one which has been proved times out of number for many years past to be safe and sure—is Beecham's Pills. This popular medicine should always be taken as soon as any symptoms of digestive derangement make their appearance. The signs are well known. They include—biliousness, constipation, flatulence, headache, failing appetite and other familiar forms of indigestion. Be prompt to deal with such troubles. Do not allow them to gain a hold upon you. Remember that these symptoms do really matter. Adopt the best defensive measure against the menace of indigestion to Good Health by taking

## BEECHAM'S PILLS.

Sold in boxes, each box price 1/6. 2 boxes 2/6. 4 boxes 4/6. 6 boxes 6/6. 12 boxes 12/6. 24 boxes 24/6. 48 boxes 48/6. 96 boxes 96/6. 192 boxes 192/6. 384 boxes 384/6. 768 boxes 768/6. 1536 boxes 1536/6. 3072 boxes 3072/6. 6144 boxes 6144/6. 12288 boxes 12288/6. 24576 boxes 24576/6. 49152 boxes 49152/6. 98304 boxes 98304/6. 196608 boxes 196608/6. 393216 boxes 393216/6. 786432 boxes 786432/6. 1572864 boxes 1572864/6. 3145728 boxes 3145728/6. 6291456 boxes 6291456/6. 12582912 boxes 12582912/6. 25165824 boxes 25165824/6. 50331648 boxes 50331648/6. 100663296 boxes 100663296/6. 201326592 boxes 201326592/6. 402653184 boxes 402653184/6. 805306368 boxes 805306368/6. 1610612736 boxes 1610612736/6. 3221225472 boxes 3221225472/6. 6442450944 boxes 6442450944/6. 12884901888 boxes 12884901888/6. 25769803776 boxes 25769803776/6. 51539607552 boxes 51539607552/6. 103079215104 boxes 103079215104/6. 206158430208 boxes 206158430208/6. 412316860416 boxes 412316860416/6. 824633720832 boxes 824633720832/6. 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## SHIPPING NEWS

## ARRIVALS

October 28th.  
*Chuan On*, Chinese str., 235 tons, Capt. Jorgo, from Hoibow, with a general cargo.—Euen-Yick.  
*Jade*, French str., 386 tons, Capt. Cornelsen, from Haiphong and Hoibow, with a general cargo.—Kai Yue.  
 October 27th.  
*Huanyang*, British str., 1,365 tons, Capt. Pismore, from Java via Singapore, with a general cargo, including sugar, China-Siam Co.  
*Hatford*, Norwegian str., 1,060 tons, Capt. Johansson, from Newchwang and Dalfay, with a general cargo.—Thoresen & Co.  
*Loong Sang*, British str., 1,108 tons, Capt. Booker, from Manila, with a general cargo.—J. M. & Co.  
*Peleu*, British str., 1,800 tons, Capt. Mansfield, from Kutchinoku, with a general cargo.—B. & S.  
*Shanghai*, Chinese str., 297 tons, Capt. Place, from K. C. Wan and Macao, with a general cargo.—Po On & Co.  
*Sinking*, British str., 1,610 tons, Capt. Eddy, from Shanghai, via Amoy, with a general cargo.—B. S.  
*Sui Yang*, British str., 1,354 tons, Capt. Gibbs, from Canton, with a general cargo.—B. & S.  
*Tzikenbang*, Dutch str., 3,900 tons, from Manila, with ballast.—J. C. J. L.  
*Tungshing*, British str., 1,174 tons, Capt. McAlister, from Canton, with ballast.—J. M. & Co.

## CLEARANCES

October 28th.  
*Amakura Maru*, for Keelung.  
*Zuiko Maru*, for Kutchinoku.  
*City of Florence*, for London.  
*Imnera*, for Shanghai.  
*Hong Han*, for Singapore.  
*Hui Yang*, for Sandakan.  
*Kowong*, for Bangkok.  
*Nikko Maru*, for Melbourne.  
*Pomer*, for Soerabaya.  
*Sodegaura Maru*, for Kobe.  
*Singha*, for Haiphong.  
*Takano Maru*, for Tokyo.  
*Tintoutte*, for Saigon.  
*Wing Hung*, for K. C. Wan.  
*Ying Chow*, for Shanghai.  
*Yuei Shang*, for Swatow.  
 October 27th.  
*Chip Shing*, for Canton.  
*Chuan On*, for Hoibow.  
*Desemona*, for Bangkok.  
*Eulpa*, for Muko.  
*Kuang Hong*, for Shanmei.  
*Nam Wen*, for Hoibow.  
*Sinking*, for Canton.  
*Sui Yang*, for Shanghai.  
*Toku Maru*, for Keelung.  
*Wu Sam*, for Shanghai.

## PASSENGERS

## ARRIVALS

For s.s. *Sinking*, on October 27th.—Lieut. Thornhill, and Lieut. Heath, Mrs. Simmons, Mrs. Sutherland.  
 For s.s. *Huanyang*, on October 27th.—Mr. and Mrs. Ticeana, Mr. Malder, Mr. and Mrs. Evans, Mrs. Everts, Miss Everts, Mr. Remedios.

## SHIPPING MOVEMENTS

The s.s. *Merphen* left Vancouver for Hongkong, via Japan ports, and Shanghai on October 19th, and is due here on or about November 21st.  
 The R.M.S. *Monteagle* left Yokohama on October 26th, and is due at Vladivostok on October 29th.  
 The s.s. *West Sequana* sailed from Manila on Saturday morning, and will arrive at this port at daylight to-day.

## WEATHER REPORT

October 27th, at 12.10.—No returns from Vladivostok, Weihaiwei, Japan, or Formosa. Pressure is probably highest over Japan. Changes since yesterday are small at reporting stations.  
 Modern's monsoon may be expected over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 73.53 inches, against an average of 80.20 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Gap Rock	N.E. winds, moderate; fine.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamock	The same as No. 1.
South Coast of China between Hongkong and Hainan	The same as No. 1.

## HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, October 27th.

	Previous Day at 3 p.m.	On Date at 3 a.m.	On Date at 3 p.m.
Barometer	29.95	30.03	29.91
Temperature	75	69	78
Humidity	63	49	62
Wind Direction	East	calm	South
Force	3	0	1
Weather	b	b	b
Rain	—	—	—

Highest open-air temperature on 26th... 75

Lowest open-air temperature on 27th... 78

## P. &amp; O. BRITISH INDIA &amp; APCAR LINES

(COMPANIES incorporated in ENGLAND).

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR MARSEILLES AND LONDON VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"PRINCESS"	2nd Nov.	4th Dec.	12th Dec.
"KEIYA"	1st Nov.	3rd Dec.	11th Dec.
"NOVARA"	18th Dec.	17th Jan.	26th Jan.

For BOMBAY VIA STRAITS & COLOMBO.  
 "DUNERA" 12th Nov. Due Bombay about  
 "DILWARA" 18th Dec. 28th Nov. 3rd Jan.

For CALCUTTA VIA STRAITS & RANGOON.  
 "S.S." Leaves Hongkong about Due CALCUTTA about

For SHANGHAI MOJI KOBE, etc.  
 "NOVARA" 18th Nov. Due Yokohama about  
 "ARRATOON APCAR" 19th Nov. 27th Nov. (Kobe)  
 "DILWARA" 4th Dec. 7th Dec. (Shanghai)

WIRELESS ON ALL STEAMERS.  
 Parcels measuring not more than 4ft. x 2ft. x 1ft. will be received at the Company's Office up to noon on the day previous to sailing.  
 For Passage Rates, Handbooks, Freight, etc., apply to  
 MACKENZIE & CO., Agents.  
 21, Des Voeux Road Central HONGKONG.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"ST. ALBANS"	Sydney, via Queensland Ports	30th Oct.	3rd Nov. 3 p.m.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.  
 A duly qualified Surgeon and Stewards are carried on each vessel.  
 For Passage Rates and further particulars, apply to—

GIBB, LIVINGSTON & CO., AGENTS

## NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.)

AND AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:—

"EURYMEDON"	via Panama	3rd Nov.
"EURYLOCHUS"	via Panama	25th Nov.
"CITY OF NEWCASTLE"	via Suez	30th Nov.
"KNIGHT TEMPLAR"	via Panama	22nd Dec.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.  
 Subject to change without notice.

For freight and particulars apply to—  
 BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.  
 HONGKONG AND CANTON REISS & CO., CANTON.

## INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO
NEWCHWANG via DALNY	"TUNGSHING"	28th Oct., 2 p.m.
STRAITS & CALUTTA	"KUMBA"	28th Oct., 3 p.m.
Tientsin via Wihaiwei and Chefoo	"CHUPSHING"	Thurs. 30th Oct., 8 p.m.
HAIPHONG via HOHLOW	"PAKSANG"	Fri. 31st Oct., 8 a.m.
MANILA	"LOONGSANG"	Fri. 31st Oct., 3 p.m.
SHANGHAI via NINGPO	"BANGSANG"	Sat. 1st Nov., 2 p.m.
STRAITS & CALUTTA	"YATSHING"	Sat. 1st Nov., 3 p.m.
MANILA	"YUENSANG"	Fri. 7th Nov., 2 p.m.

CALUTTA LINE:—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.  
 Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly, or passengers' and cargo, calling at Haiphong when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to  
 JARDINE, MATHESON & CO., LTD.,  
 Telephone No. 212. General Managers.

## LLOYD TRIESTINO S.S. "NIPPON"

For SINGAPORE, COLOMBO, PORT SAID and TRIESTE End of November.

To be followed by

S.S. "PERSIA"  
 S.S. "AFRICA"

For freight or passage apply to—  
 DODWELL & CO., LIMITED,  
 Agents.

## CP &amp; OS

## HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

STEAMERS	HONGKONG	VANCOUVER
Empress of Russia	Oct. 30	Nov. 17
Empress of Japan	Nov. 12	Dec. 3
Empress of Asia	Nov. 27	Dec. 15
Empress of Russia	Dec. 28	Jan. 12
Empress of Japan	Jan. 7	Jan. 28
Monteagle	Jan. 22	Feb. 8
Empress of Asia	Jan. 22	Feb. 8
Empress of Japan	Mar. 3	Mar. 24
Empress of Russia	Mar. 11	Mar. 29
Monteagle	Mar. 22	Apr. 15
Empress of Asia	Apr. 8	Apr. 26
Empress of Japan	Apr. 28	May 19
Empress of Russia	May 6	May 22
Monteagle	May 29	June 22
Empress of Asia	June 3	June 21
Empress of Japan	June 23	July 14
Empress of Russia	July 1	July 18

Passage Rates Hongkong to United Kingdom.

Empress of Russia	16,850 Tons Reg.	Gold
Empress of Japan	16,850 Tons Reg.	Gold
Empress of Asia	16,850 Tons Reg.	Gold
Monteagle	6,123 Tons Reg.	Gold

Fares & sailings subject to change without notice.

For Fares and other information please apply to  
 HONGKONG OFFICE.  
 Telephone 722. Cable address: GACANPAC.

CANADIAN PACIFIC OCEAN SERVICES

## BANKER &amp; CO.

## WEST RIVER PASSENGER SERVICE.

THE M/S "KONG NING" (Captain Golph) will leave the Sai Kong Wharf (Connaught Road West) for WUCHOW via West River Ports on October 31st.

This vessel has excellent European accommodation for first-class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience.

An excellent table is provided.

Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to—

BANKER & CO.,  
 1st Floor Hotel Mansions,

or Messrs. THOMAS COOK & SONS,  
 Passenger Agents.

1913

## GLEN AND SHIRE

Joint Service of Steamers.

## U.K. STRAITS, CHINA &amp; JAPAN SERVICE.

## OUTWARDS.

Vessel	Due Hongkong
"CARMARTHENSHIRE"	29th Oct.
"GLENLYN"	4th Nov.
"GLENAPP"	15th Nov.

## HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENAPP"	15th November	GENOA & LONDON
"CARMARTHENSHIRE"	18th November	LONDON & ROTTERDAM
"CARMARTHENSHIRE"	1st December	GENOA & LONDON
"CARMARTHENSHIRE"	4th December	LONDON & ANTWERP

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.; The Royal Mail Steam Packet Co.; Owners of "Shire" Line.

Tel. No. 212, sub. ex. 22.

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## Y. K. K.



YAMASHITA  
 KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1.	REGULAR SERVICE FOR
NANYO MARU No. 2.	FREIGHT BETWEEN
NANYO MARU No. 3.	HONGKONG, BANGKOK
SODEGAURA MARU	AND OR
KYODO MARU No. 12.	SINGAPORE
TAMON MARU No. 1.	
ABOSAN MARU	
ORION MARU	

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,

Agent,

For Floor, King's Building.

Tel. 140 and 155.

112

Cable Address: Kawakisen, Kobe. Telephone: Sannomiyu.  
 Bentley's, A.B.C. 5th Ed. 3814, 3931.  
 and Scott's Codes.

**KAWASAKI KISEN KAISHA**  
 (KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP.....Y20,000,000

President: Mr. Y. KAWASAKI.  
 Vice-President: Mr. K. MATSUOKA.  
 Managing Director: Mr. MASAYA ABE.

The Company has on hand a Large Number of

**NEW CARGO STEAMERS**  
 ALWAYS READY FOR  
 CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—  
 Eleven steamers of 9,100 tons each deadweight.  
 And, under the Company's management:—  
 Twenty steamers of about 9,100 tons deadweight each.  
 Two steamers of about 6,400 tons deadweight each.  
 (Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the  
**KAWASAKI KISEN KAISHA,**  
 No. 8, BURN, KORE.

[1400]

**THE ADMIRAL LINE**  
 PACIFIC STEAMSHIP CO.  
 TRANS-PACIFIC FREIGHT SERVICE.  
 Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.  
 (Calling at Shanghai and Kobe).

"ICONIUM"	...	About	Oct. 29th.
"SEATTLE SPIRIT"	...	About	Nov. 10th.
"WHEATLAND"	...	About	Nov. 11th.
"ENDICOTT"	...	About	Nov. 17th.
"ELKTON"	...	About	Nov. 18th.
"WESTERN KNIGHT"	...	About	Dec. 7th.
"ELDRIDGE"	...	About	Dec. 10th.
"EDMORE"	...	About	Dec. 24th.

For PORTLAND direct.  
 (Calling at Shanghai and Kobe).

"WEST HARTLAND"	...	About	Nov. 10th.
"WABAN"	...	About	Nov. 15th.
"NISHIMAH"	...	About	Dec. 11th.

Through Bills of Lading issued to Overland Common Points.

For Freight and Particulars apply to  
**THE ADMIRAL LINE.**  
 Telephone 2477 & 2478.  
 Fifth Floor, HOTEL MANSIONS.



## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to NINJA, DUBLAGA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to NINJA, DUBLAGA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.  
Managing Agents.

## "ELLERMAN" LINE.

(RULFWAN & BUCKWELL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs & Co., Canton.

THE BANK LINE, LIMITED.  
General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW and BANGKOK	"LINAN"	On 28th Oct., 10 A.M.
SHANGHAI	"SUIYANG"	On 28th Oct., Noon.
MANILA, CEBU & ILOILO	"TAMING"	On 28th Oct., 4 P.M.
SWATOW & SINGAPORE	"LIANGCHOW"	On 30th Oct., 10 A.M.
HONGKONG, FAKHO and HONGKONG	"KAIPOING"	On 30th Oct., 10 A.M.
SHANGHAI	"KINKANG"	On 30th Oct., Noon.
SHANGHAI & TIENTSIN	"TEAN"	On 2nd Nov., Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wooming.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—  
BUTTERFIELD & SWIRE,  
Agents.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW  
AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. J. W. Evans	TUESDAY	28th Oct., at 1 P.M.
"HAYAN"	Capt. A. H. Stewart	FRIDAY	31st Oct., at 1 P.M.
"QUINNEBAUG"	Capt. J. Medina	TUESDAY	4th Nov., at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,  
General Manager.

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

"ECUADOR," "VENEZUELA" AND "COLOMBIA."

HONGKONG TO SAN FRANCISCO,  
via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNDAY BELT.  
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG at Noon.

RR "COLOMBIA"	Nov. 5th, 1914.
RR "VENEZUELA"	Dec. 2nd, 1914.
RR "ECUADOR"	Dec. 31st, 1914.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cabin, and the attendant or on-passengers cannot be

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICE, Ltd.

For further information please, literature, schedules, etc., apply to

COMPANY'S OFFICE in Alexander Building, Canton Road.

P. & O. - BRITISH INDIA  
& APCAR LINES

(COMPANIES incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR  
MARSEILLES AND LONDON.

Steamer	Leave H'kong about	Due at Marseilles about	Due at London about
PRINCESSIN	2nd November	4th Dec.	15th Dec.
ELIYA	1st November	8th Dec.	17th Dec.
NOVARA	16th Dec.	17th Jan.	28th Jan.

FOR  
BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	18th Nov.	29th Nov.
DILWARA	16th Dec.	3rd Jan.

FOR  
CALCUTTA VIA STRAITS & RANGOON.

B.S. Leaves H'kong (about) Due Calcutta about

SHANGHAI, MOJI, KOBE AND  
YOKOHAMA.

B.S.	Leave Hongkong about	Due Yokohama about
NOVARA	18th Nov.	29th Nov.
ARRATON APCAR	18th Nov.	27th Nov. (Kobe)
DILWARA	Dec. 4th	7th Dec. (Shanghai)

Tickets Interchangeable.  
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.  
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.  
Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.  
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignee and the Company's Surveyors, Messrs. GUNDEL & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
MACKINNON, MACKENZIE & CO.,  
21, Des Voeux Road Central, HONGKONG. Agents.

## N. Y. K.

## NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.  
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU (omitting Manila)	Saturday, 1st Nov., at 11 a.m.
KASHIMA MARU	Saturday, 22nd Nov., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KAGA MARU	Sunday, 2nd Nov., at Noon.
YOKOHAMA MARU	Friday, 14th Nov., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU	Wednesday, 19th November.
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NEW YORK & HAVANA via Kobe, Yokohama, Muroran, SAN Francisco, Panama & Colon.

TOKIWA MARU	Middle of November.
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SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.	
TENSHIN MARU	Sunday, 2nd November.
YAMAGATA MARU	Beginning of November.

CALCUTTA & RANGOON via Singapore & Penang.

KANAGAWA MARU	Sunday, 2nd Nov.
NAGATO MARU	Wednesday, 19th Nov.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU	Saturday, 22nd Nov., at 11 a.m.
NIKKO MARU	Saturday, 20th Dec., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TAMA MARU	Thursday, 30th October.
KAWACHI MARU	Friday, 31st October.
MISHIMA MARU	Wednesday, 6th Nov., at 11 a.m.

EXTRA SERVICES (Marseilles, L'pool, Antwerp, E'dam, H'burg etc.)

DELAGOA MARU (London, Antwerp & Hamburg)	Tuesday, 28th October
TOYOOKA MARU (Marseilles & Liverpool)	Saturday, 1st November.
TATSUNO MARU (London, Antwerp & Hamburg)	Middle of Nov.
TENSHIMA MARU (Marseilles & Liverpool)	End of Nov.

For further information apply to—  
NIPPON YUSEN KAISHA.  
Telephone Nos. 222 & 223.  
Y. YASUDA, Manager.

TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SHINYO MARU	22,000	Oct. 28th
PERSIA MARU	9,000	Nov. 14th
SIBERIA MARU	20,000	Nov. 28th (from Kobe)
KOREA MARU	20,000	Dec. 2nd
NIIPPON MARU	11,000	Dec. 6th
TENYO MARU	22,000	Dec. 18th

\* omitting Shanghai

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA, CALLAO, ARICA, and IQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	Nov. 4th
KIYO MARU	17,200	Jan. 9th, 1915.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.  
Passengers may travel by Rail between Ports of Call in Japan free of charge.  
For full information as to rates, sailings, etc., apply to—  
T. DAIGO, Manager, King's Building.

Telephone 2274 and 2275.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"SPRING"	On or about 5th Nov.
	"ANDRE LEBON"	On or about 17th Nov.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBOUIL, SUEZ, PORT SAID	"PAULELECAI"	On or about 2nd Nov.
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SHANGHAI	"SCHARNHORST"	On or about 30th Nov.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

J. TOUTET,  
Acting Agent,  
Queen's Building,  
Telephone 740.

O. S. K.  
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.  
"CELESTES MARU" ... Saturday 8th November.  
"ALPS MARU" ... End of November.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU"	Monday, 17th November.
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BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU"	Tuesday, 4th November.
"SAIGON MARU"	Beginning of November.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU"	Saturday, 1st November.
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SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.

"MADRAS MARU"	Middle of November.
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VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"AFRICA MARU"	Monday, 17th November.
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JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.R.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.  
"KAJO MARU" ... Sunday, 2nd November.

For KEELUNG via SWATOW and AMOY.  
"SOSHU MARU" ... Thursday, 6th November.

For sailing dates and further particulars please apply to—  
Y. YASUDA,  
Manager,  
No. 1, Queen's Building.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"  
15,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO  
via SHANGHAI, JAPAN PORTS and HONOLULU.

"NANKING"	Nov. 4th.
"CHINA"	Nov. 22nd.
"NILE"	Dec. 27th.

[An unsurpassed high-class passenger service.]

Primo's Buildings.  
O. H. BUTTER Freight and Passenger Agent,  
Ice House Street, Tel. 1942.



